SANTA FE SAFETY FIRST

Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTERS

E. E. SANDERS ..... Bakersfield, Calif.
W. A. ROEBUCK ..... Fresno, Calif.
D. G. RUEGG ..... Fresno, Calif.
A. A. KENNEDY ..... Richmond, Calif.

ROAD FOREMEN OF ENGINES

J. G. HYNES ..... Barstow, Calif.
H. F. KNIGHT ..... Fresno, Calif.

CHIEF DISPATCHER

J. B. WARD ..... Fresno, Calif.

ASST. CHIEF DISPATCHERS

H. A. HARGIS ..... Fresno, Calif.
N. S. PETERSEN ..... Fresno, Calif.

DISPATCHERS - FRESNO

L. L. WEBSTER
E. C. STRETCH
G. M. YOUNG
R. L. SIMPSON
R. D. RILEY
M. L. POTTER
G. T. WHEELER
L. L. SAGE
J. E. SIKES
J. H. WEBBER
E. T. FOREMAN
B. E. WALDRUM

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No. 6

IN EFFECT

Sunday, September 24, 1961

At 12:01 A. M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

S. ROGERS
Superintendent
FRESNO, CALIF.

E. O. BAGENSTOS
Superintendent
SAN FRANCISCO, CALIF.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
Yard	TY		PM 4.05	AM 3.05	BARSTOW YL	s AM 4.20	s PM 8.55	746.4		C
		34.3			1.8				0.0	
233					HUTT			748.6		B
		12.1			8.6				7.7	
162					HINKLEY			757.2		B
		34.3			9.0				24.5	
161			4.24	3.26	HAWES	3.52	8.29	766.1		B
		34.3			6.8				12.2	
165					JIMGREY			772.9		B
		28.0			11.0				26.9	
161	Y		s 4.40	3.40	BORON	f 3.37	8.13	784.0		C
		0.0			5.6				34.3	
162					SILT			789.6		B
		26.4			7.5				19.0	
161	Y		s 4.54	3.51	EDWARDS	s 3.24	8.01	797.1		C
		34.3			6.4				0.0	
160					BISSELL			803.6		B
		24.3			6.5				26.4	
175					SANBORN			810.1		B
		52.8			5.6				0.0	
Yard	TY		s 5.18 5.35	f 4.17	MOJAVE YL (68.9)	s 3.00	s 7.40	818.4		C
			7.45	6.19	66.9	12.58	5.38	885.2		C
		15.8			ABS KERN JUNCTION YL 2 TRKS. 2.5				0.0	
Yard	T		s PM 7.55	s AM 6.35	BAKERSFIELD YL	AM 12.50	PM 5.30	887.7		C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			
			(36.1)	(39.5)	.....Average speed per hour.....	(39.5)	(40.5)			

TRAFFIC CONTROL SYSTEM

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. and Bakersfield, except Signal System One in effect at interlockings Barstow and Kern Jct.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Kern Junction and M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Trains must get numbered clearance card before leaving Barstow and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
100			ARVIN YL		333.1	
	42.2		4.3			37.0
			DI GIORGIO YL		328.8	
	0.0		2.0			42.2
67			RIBIER YL		326.8	
	0.0		2.2			43.3
54			LAMONT YL		324.6	
	0.0		1.1			43.3
			WEST LAMONT YL		323.5	
	0.0		6.6			43.3
			ALGOSO YL		316.9	
	0.0		0.3			43.3
			MAGUNDEN YL		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye at Di Giorgio.
Booth phone at Arvin, Di Giorgio, Lamont and Magunden.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
38			OIL JUNCTION YL		308.6	
	21.1		2.2			0.0
28			SEGURO YL		310.8	
	10.5		0.8			0.0
24			MALTHA YL		311.6	
	52.8		2.1			42.2
Yard			OIL CITY YL		313.7	
			(5.1)			

No switch lights on Oil City District.
Wye at Oil Junction.
Booth phone at Oil Junction.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	63 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
Yard	T		PM 8.20	PM 2.45	AM 6.45	BAKERSFIELD YL	PM s 2.10	PM s 5.20	AM s12.40 AM	887.7		C
		13.3				3.4					15.5	
E134 W122						JASTRO				891.1		
		0.0				6.6					14.7	
180						UNA				897.7		
		9.2				7.7					0.0	
E96 W118			s 8.40	s 3.04	f 7.05	SHAFTER	s 1.42	f 5.00	11.57	905.4		C
		0.0				7.6					10.6	
130			s 8.50	s 3.14	f 7.15	WASCO	s 1.31	f 4.50	11.47	913.0		C
		0.0				6.2					15.8	
178						ELMO				919.2		B
		0.0				5.4					15.8	
180						KERNELL				924.6		B
		0.0				7.7					8.4	
178			f 9.04	3.28	7.28	ALLENSWORTH	1.12	4.34	11.30	932.3		B
		9.5				9.8					1.7	
178			f 9.12			ANGIOLA				942.1		B
		4.1				8.8					2.6	
E116 W198	Y		s 9.25	s 3.45	s 7.45	CORCORAN	s12.59	4.21	s11.16	950.9		C
		4.1				9.4					0.0	
178						GUERNSEY				960.3		B
		5.8				7.6					0.0	
E176 W 92			s 9.57	s 4.05	s 8.05	S. P. Crossing HANFORD	s12.40	s 4.05	s11.00	967.9		C
		10.6				5.3					0.0	
180						SHIRLEY				973.2		B
		14.6				2.8					15.8	
70	Y		10.06			LATON				976.0		B
		0.0				6.2					15.8	
180				4.17	8.17	CONEJO	12.18	3.47	10.42	982.2		B
		10.6				6.1					0.0	
178						BOWLES				988.3		B
		10.6				6.1					0.0	
						S. P. Crossing CALWA TOWER				994.4		C
		0.0				0.8					4.2	
Yard	TY		s10.25 PM	f 4.32 PM	8.32 AM	CALWA YL	12.08 PM	3.37 PM	10.32 PM	995.2		C
			Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily			
			(51.6)	(60.3)	(60.3)	.....Average speed per hour.....	(52.9)	(62.6)	(50.4)			

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP

Signal System Two in effect between M.P. 887.5 at Bakersfield and Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main track and sidings, except on siding Laton, between M.P. 888 Bakersfield and end of two tracks Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 251 in effect between end of two tracks Calwa and crossover just east of Fresno Tower on Second District.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward extra trains will secure numbered clearance card before leaving Calwa Tower.

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
57			LATON YL		0.0	
	0.0		5.6			10.4
7			CLINT YL		5.6	
	0.0		4.0			0.0
10			GEPFORD YL		9.6	
	0.0		6.0			0.0
16			SHILLING YL		15.6	
	0.0		1.8			0.0
11			LANARE YL		17.4	
			(17.4)			

No switch lights on Laton District.
Wye at Laton and Lanare.
Booth phone at Laton.

TIME TABLE NO. 6 September 24, 1961

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	63 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily		STATIONS		EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications
Yard	TY		PM 10.25	PM 4.32	AM 8.32		CALWA YL		PM f12.08	PM 3.37	PM f10.32	995.2	2.6	C
		15.8					1.6 S. P. Crossing							
						ABS	SUNMAID TOWER YL	ATS				996.8	2.6	C
		15.8					0.9 S. P. Crossing							
							FRESNO TOWER YL	TWO TRACKS				997.7	5.3	C
		5.3					0.4							
Yard			s10.55	s 4.45	s 8.45		FRESNO		s12.01	s 3.30	s10.25	998.1	5.3	C
		15.8					2.0		PM					
80		15.8					HAMMOND					1000.1	5.3	B
172							4.9							
		10.6					FIGARDEN					1005.0	15.8	B
180							6.3							
		15.8					GREGG					1011.3	15.8	B
180							8.3							
		15.8	f11.25	5.09	9.09		MADERA		11.21	2.56	9.51	1019.6	15.8	B
180							5.8							
		7.4					KISMET					1025.4	0.0	B
							5.7							
E134 W144							SHARON					1031.1	15.8	B
		15.8					10.4							
180			f11.43	5.24	9.24		LE GRAND		11.06	2.41	9.36	1041.5	15.8	C
		5.3					5.8							
194		0.0					PLANADA					1047.3	12.7	C
			AM				8.8							
202		5.3	s12.05	s 5.40	s 9.38		MERCED		s10.55	s 2.30	s 9.25	1056.1	17.4	C
							6.8							
180		18.0					FLUHR					1062.9	20.0	B
							8.8							
180		15.8		5.52	9.50		BALLICO		10.39	2.07	9.01	1071.7	15.8	B
							7.9							
180		22.7	f12.31				DENAIR					1079.6	15.3	B
							9.6							
180		26.4	f12.42	6.10	s10.06		EMPIRE		s10.26	s 1.55	8.49	1089.2	0.0	C
							6.4							
160	Y	15.8	s12.55	s 6.17	10.11		RIVERBANK		f10.20	1.49	s 8.43	1095.6	15.8	C
							6.0							
186		0.0	f 1.01	f 6.23	10.16		ESCALON		10.15			1101.6	15.8	
							8.0							
180		0.0					DUFFY					1109.6	5.3	C
							10.4							
162	Y	0.0	f 1.18	6.38	10.34		MORMON		10.00	1.29	8.24	1120.0	10.3	
							0.7 W. P. Crossing							
							STOCKTON TOWER					1120.7		C
		0.0					S. P. Crossing						10.3	
137	Y		s 1.30	s 6.45	s10.47		0.7 STOCKTON		s 9.55	s 1.24	s 8.19	1121.4	1.8	B
		1.6					5.2							
96		0.0	1.36	6.52	10.55		GILLIS		9.47	1.17	8.13	1126.6	0.5	B
							2.7							
72		0.8	f 1.40	6.55			HOLT				8.10	1129.3	0.0	C
							3.7							
98		11.6	1.44	6.58	11.01		TRULL		9.42	1.12	8.07	1133.0	5.3	B
							1.8							
		0.0					MIDDLE RIVER					1134.8	10.6	B
71							2.0							
		8.2	1.50	7.05	11.07		ORWOOD		9.36	1.06	8.01	1136.8	10.6	C
74							3.0							
		6.3	1.53				BIXLER					1139.8	0.0	B
96							3.2							
		3.6	f 1.57	7.11	11.13		KNIGHTSEN		9.31	1.01	7.56	1143.0	6.6	C
64							3.1							
		13.2	f 2.04				OAKLEY					1146.1	15.8	C
108							4.2							
		0.0	2.09	7.18	11.20		SANDO YL		9.25	12.55	7.50	1150.3	15.8	B
104							1.8							
		15.8	f 2.15	7.20	11.22		ANTIOCH YL		9.23	12.53	7.48	1152.1	6.6	C
134							3.7							
		5.3	s 2.25	s 7.27	f11.28		PITTSBURG YL		s 9.18	s12.49	s 7.44	1155.8	11.6	C
70							3.4							
		15.8	2.30	7.31	11.33		BROSE		9.13	12.44	7.40	1159.2	15.8	B
108							4.4							
		0.0	f 2.36	7.36 62	11.39		PORT CHICAGO YL		9.09	12.40	7.36 63	1163.6	0.0	C
67							3.3							
		52.8	2.41	7.39	11.44		MALTBY		9.05	12.37	7.32	1166.9	0.0	B
68							6.5							
		52.8	2.49	7.47	11.53		GLEN FRAZER		8.57	12.29	7.24	1173.4	52.8	B
96							2.6							
		0.0	2.53	7.51	11.58		CHRISTIE		8.53	12.25	7.20	1176.0	52.8	B
102							3.1							
		0.0	2.57	7.55	PM 12.03		COLLIER		8.49	12.21	7.16	1179.1	52.8	B
							2.4							
		49.6	f 3.01	f 7.58	f12.08		PINOLE		s 8.45	12.18	s 7.13	1181.5	29.9	C
104							1.1							
		52.8	3.04	8.00	12.15 2		GATELEY		8.41	12.15 1	7.10	1182.6	52.8	B
106							3.9							
		51.7	3.09	8.04	12.20		RHEEM		8.36	12.11	7.06	1186.5	52.8	B
							3.1							
Yard	TY		s 3.15 AM	s 8.10 PM	s12.30 PM		RICHMOND YL		8.30 AM	12.05 PM	7.00 PM	1189.6		C
			Arrive Daily	Arrive Daily	Arrive Daily		(194.4)		Leave Daily	Leave Daily	Leave Daily			
			(40.2)	(53.5)	(49.0)		.....Average speed per hour.....		(53.5)	(55.0)	(55.0)			

(Continued on Page 5)

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond, except Signal System One in effect at interlockings Sunmaid Tower and Fresno Tower.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower.

Rule 261 (TCS) in effect on main track and sidings, except on siding Hammond, between crossover just east of Fresno Tower and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train on main track finding Signal 11731 in stop position may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes. Westward train on siding finding Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Maltby and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Calwa and Richmond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Fresno Tower.

Trains, on which crews go on duty at Riverbank, must get numbered clearance card before leaving Riverbank.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 6 September 24, 1961	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
			STATIONS			
17			HAMMOND YL		0.0	
	0.0		—2.0—			0.0
7			CINCOTTA YL		2.0	
	0.0		—0.4—			0.0
6			BARTONETTE YL		2.4	
	0.0		—2.6—			0.0
24			CAMEO YL S. P. Crossing		5.0	
	0.0		—1.5—			0.0
10			FORTHCAMP YL		6.5	
	0.0		—0.7—			0.0
6			BURNESS YL		7.2	
	0.0		—5.8—			0.0
24			FAIRVIEW YL		13.0	
	42.2		—1.2—			10.6
7			BIG BUNCH YL		14.2	
	15.3		—1.0—			8.4
14			ZEDIKER YL		15.2	
	9.5		—0.5—			0.0
10			RIVERBEND YL		15.7	
	31.7		—1.0—			42.2
4			ELK YL		16.7	
	10.6		—0.2—			0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.

Booth phone at Hammond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	Westward ↓	TIME TABLE NO. 6 September 24, 1961	Eastward ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
				STATIONS				
Yard	TY			RICHMOND YL		0.0		C
		64.4		—4.5—			39.6	
66				EL CERRITO YL		4.5		B
		22.7		—3.5—			31.7	
20				BERKELEY YL		8.0		C
		0.0		—1.9—			0.0	
				S. P. Crossing YL		9.9		
		0.0		—1.0—			79.4	
Yard	Y			OAKLAND YL 40th and San Pablo		10.9		C
				—7.0—				
				SAN FRANCISCO				
				(17.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

OAKDALE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 6 September 24, 1961	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
			STATIONS			
42			S. P. Crossing OAKDALE YL		6.5	
	21.1		—6.5—			21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.

Office of Communication at Oakdale and Riverbank.

VISALIA DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
32			PAIGE		10.0	
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	
	13.9		4.1			0.0
15			SWALL		19.1	
	5.3		1.1			0.0
52			LOMA		20.2	
	5.3		5.0			0.0
46			VISALIA YL S. P. Crossing		25.2	
	0.0		6.6			16.2
28			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
66			**CUTLER** YL		38.5	
	0.0		3.2			0.0
32			SULTANA		41.7	
	0.0		3.4			13.2
52			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
22			LAC JAO		51.0	
	0.0		2.4			0.0
68			PARLIER		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
52			DEL REY		58.5	
	0.0		3.4			7.9
42			WOLF		61.9	
	0.0		2.5			8.5
32			LONE STAR		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			**CALWA** YL		68.9	
			(68.9)			

Wye at Corcoran, Reedley, and Calwa.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

WAHTOKE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			PIEDRA YL		16.9	
	0.0		2.1			58.3
7			AVOCADO YL		14.8	
	0.0		3.5			57.0
32			OAKHURST YL		11.3	
	0.0		2.0			52.8
22			MINKLER YL		9.3	
	0.0		2.2			31.7
76			CELLA YL		7.1	
	0.0		1.2			0.0
17			WAHTOKE YL		5.9	
	33.2		1.5			0.0
32			RADWIN YL		4.4	
	0.0		4.4			41.4
Yard			REEDLEY YL		0.0	
			(16.9)			

No switch lights on Wahtoke District.

Booth phone at Minkler.

Office of Communication at Reedley.

Wye at Minkler and Reedley.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 6 September 24, 1961 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			ABS **BAKERSFIELD** YL		116.0	
	13.3		2.5			0.0
29			LANDCO YL		113.5	
	0.0		2.8			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
	52.8		**DUCOR** YL		71.9	
			5.9			52.8
48			ULTRA		66.0	
	52.8		7.0			52.8
			PORTERVILLE JCT. YL S. P. Crossing		59.0	
	0.0		0.8			33.2
42			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
52			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		0.6			0.0
7			ANTES		38.3	
	4.7		1.6			5.3
16			VENIDA		36.7	
	0.0		2.7			5.3
16			FANE		34.0	
	21.1		2.8			8.9
			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
16			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
18			RAYO		26.9	
	0.0		3.1			17.4
32			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
66			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI YL		18.6	
	30.3		6.4			15.2
42			ORANGE COVE YL		12.2	
	16.2		5.9			10.6
23			NAVALENCIA YL		6.3	
	25.3		6.3			31.7
22			MINKLER YL		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Wyeth, Orosi, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. . . . . . .

4. Rule 82 (B): Bulletin books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

At Calwa, first class trains, except those originating or terminating, may register by Form 903.

At Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. . . . . . .

7. Rule 93: Yard limits are located at:

Barstow (Los Angeles Div. only)
Mojave (Southern Pacific tracks only)
Arvin Dist.
Kern Junction to and including Bakersfield
Bakersfield to and including Oil Junction
Oil City Dist.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Jct.
Lindsay
Exeter
Laton Dist.
Corcoran (Visalia District only)
Tulare
Visalia
Cutler to and including Wyeth
Wyeth to and including Minkler via Orosi
Reedley
Wahtoke Dist.
Calwa to Fresno Tower
Fresno Interurban Dist.
Oakdale Dist.
Sando to and including Pittsburg
Port Chicago
Oakland Dist.

8. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. Rule 321 (C) is amended as follows:

"At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

"At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in 'hand' operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to 'motor' operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

"If necessary to roll switches by hand, be governed by instructions posted in phone box."

10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed 20 MPH.

11. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

12. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

13. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

14. . . . . . .

15. . . . . . .

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second Districts; must not exceed 20 MPH on Oakland, Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
Mojave District	79	60
Arvin District	25	25
First District		
Bakersfield to M.P. 891, Jastro	79	60
M.P. 891 Jastro, to Calwa	90	60
Second District		
Calwa to Mormon	90	60
Mormon to Richmond	79	60
Oakland District	20	20
Visalia District		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Porterville-Orosi District	40	40
Oil City District	20	20
Laton District	15	15
Wahtoke District	25	25
Fresno Interurban District	15	15
Oakdale District	20	20

In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use.

When street or highway crossings are shown speed applies only while head end of train is passing.

LOCATION	M.P.H. Psgr. and Light	Frt.
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20
2 Curves M.P. 889.3 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	60
Alpaugh Spur	10	10
Corcoran M.P. 950.5 to 951.1	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
2 Curves M. P. 975.0 to 975.8	50	50
Calwa Tower to Calwa	40	40
SECOND DISTRICT		
Calwa to Sunmaid Tower	40	40
Sunmaid Tower to M.P. 1002.0	20	20
West Ave. Crossing M.P. 1003.2	50	50
Curve M.P. 1024.0 to 1024.3	80	60
Curve M.P. 1047.4 to 1047.9	70	60
Curve M.P. 1053.8 to 1054.1	70	60
SECOND DISTRICT (Cont'd)		
Merced M.P. 1055.7 to 1057.0	30	30
2 Curves M.P. 1069.1 to 1070.5	70	60
Curve M.P. 1087.9 to 1088.1	50	50
Escalon M.P. 1101.4 to 1102.0	60	60
Curve M.P. 1119.1 to 1119.5	60	60
Stockton M.P. 1120.0 to 1122.0	20	20
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1169.1 to 1170.2	60	60
2 Curves M.P.1170.5 to 1171.2	50	50
8 Curves M.P. 1171.3 to 1173.6	45	45
Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50
Curve M.P. 1176.0 to 1176.3	45	45
3 Curves M.P. 1176.4 to 1177.1	50	50
2 Curves M.P. 1178.0 to 1178.9	50	50
3 Curves M.P. 1179.2 to 1180.2	45	45
2 Curves M.P.1180.2 to 1180.9	50	50
4 Curves M.P. 1181.0 to 1182.5	55	55
Curve M.P. 1184.7 to 1185.0	65	60
Curve M.P. 1185.1 to 1185.4	50	50
3 Curves & track M.P. 1185.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20
OAKLAND DISTRICT		
Track M.P. 0.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 62.2 to 62.7	30	30
PORTERVILLE-OROSI DISTRICT		
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Woodlake Spur	10	10
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Strathmore Spur	15	15
Sunland Spur	15	15
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	40	35

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
MOJAVE DISTRICT			
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40
FIRST DISTRICT			
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
SECOND DISTRICT			
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
PORTERVILLE-OROSI DISTRICT			
Landco	S	Stem of wye	10
	S	EE siding	15

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward Miles Per Hour	Light Miles Per Hour	Backing or When Controlled From Rear Unit Miles Per Hour	Dead In Train Miles Per Hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
Sacramento Northern Diesels				
301	50	50	45	50
701-732, 801-803, 913-924	65	65	45	60

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Corcoran for First District siding
Laton for First District siding
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District
Hammond for Second District siding
Cameo for Fresno Interurban District

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Stockton	1450
Boron	Mine Spur	Oakland (Old)	320
Edwards	Army Spur	Oakland (New)	1800
Landco	1300	DiGiorgio	500
Corcoran	Visalia District	Lanare	505
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
P. C. Borax Co	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	3	West
Patch	325.9	4	East
FIRST DISTRICT			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh	941.8	5.4 miles	West
Blanco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Lucerne	971.8	0.8 mile	West
Monmouth	985.6	26	East & West
SECOND DISTRICT			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East & West
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Du Pont	1147.6	58	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Zee	1149.7	64	East & West
Nichols	1161.3	15	East
Monsanto	1165.8	44	East & West
Muir	1170.6	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
OAKDALE DISTRICT			
Ladino	3.7	8	West
VISALIA DISTRICT			
Higby	21.8	12	East
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei	65.2	2.2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland	61.4	1 mile	West
Magnolia	61.9	14	East
San Joaquin Cotton Compress	111.3	30	East & West
FRESNO INTERURBAN DISTRICT			
Hammer Field	4.9	1 mile	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location		Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
MOJAVE DISTRICT				
Barstow West Tower		Main track and connecting crossovers.	Interlocking. Ten miles per hour	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction		Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
FIRST DISTRICT				
Hanford		S. P. Coalinga Branch	TCS.	
Calwa Tower		S. P. main track and entrance to yard.	TCS.	
SECOND DISTRICT				
Sunmaid Tower		S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0
Fresno Tower		S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton	1.0 West	Main track and siding.	Interlocking.	
Stockton	1.3 West	Weber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Bulletin Instructions.	
Orwood	0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg	0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
OAKLAND DISTRICT				
Berkeley	1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B).	
Oakland	0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).	
PORTERVILLE-OROSI DISTRICT				
Hillmaid	0.1 West	Visalia Elec.	98 (A), 98 (B).	
Exeter	0.3 West	Visalia Elec.	98 (A), 98 (B).	
Porterville	0.8 East	S. P. Success branch	98 (A), 98 (B).	
VISALIA DISTRICT				
Tulare		S. P. main track.	Interlocking. Bulletin Instructions.	
Visalia		S. P. Visalia branch.	98 (A), 98 (B).	
Peral	1.5 West	S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac	0.3 East	S. P. Porterville branch.	98 (A), 98 (B).	
FRESNO INTERURBAN DISTRICT				
Cameo		S. P. Friant branch.	98 (A), 98 (B).	
OAKDALE DISTRICT				
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).	

SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

SAN FRANCISCO
DR. JOHN D. RELFE, Local Surgeon
DR. CHESTER E. HERROD, Assistant Local Surgeon

OAKLAND
DR. R. A. CRUM, Division Surgeon

RICHMOND
DR. HANS BENEDICT, Shop Physician
DR. LAWRENCE W. BROWN, Assistant Local Surgeon

PITTSBURG
DR. C. L. KERNS, Local Surgeon
DR. EDWIN E. BOYSEN, Assistant Local Surgeon

ANTIOCH
DR. ROBERT E. SANDLIN, Local Surgeon

STOCKTON
DR. W. T. McNEIL, Local Surgeon
DR. JOHN McNALLY, Assistant Local Surgeon

OAKDALE
DR. E. E. CHOURET, Local Surgeon
DR. F. JOHN HOGG, Assistant Local Surgeon

HUGHSON
DR. PAUL E. KLEIN, Local Surgeon

MERCED
DR. E. M. SODERSTROM, Local Surgeon

MADERA
DR. GILBERT G. DAGGETT, Local Surgeon

FRESNO
DR. R. W. DAHLGREN, Division Surgeon
DR. L. R. NIELSON, Local Surgeon
DR. F. R. FREETO, Assistant Local Surgeon

HANFORD
DR. W. F. CHAMLEE, Local Surgeon

CORCORAN
DR. HAROLD JACOBS, Local Surgeon
DR. JAMES A. SMITH, Assistant Local Surgeon

WASCO
DR. WILLIAM A. HAGEN, Local Surgeon

SHAFTER
DR. HENRY W. VOTH, Local Surgeon

BAKERSFIELD
DR. JOE SMITH, Division Surgeon
DR. WAYLAND P. MATT, Local Surgeon
DR. WARREN E. SIMON, Assistant Local Surgeon

TULARE
DR. C. M. MATHIAS, Local Surgeon
DR. C. EUGENE MATHIAS, Assistant Local Surgeon

VISALIA
DR. K. F. WEISS, Local Surgeon
DR. F. G. POWELL, Assistant Local Surgeon

REEDLEY
DR. M. S. GAEDE, Local Surgeon

EXETER
DR. JOHN S. GLENN, Local Surgeon

LINDSAY
DR. HORACE G. CAMPBELL, Local Surgeon

PORTERVILLE
DR. F. L. WIENS, Local Surgeon
DR. R. D. KARSTAEDT, Assistant Local Surgeon

TAFT
DR. ROBERT A. PATRICK, Local Surgeon
DR. WILLIAM L. McEWEN, Assistant Local Surgeon

MOJAVE
DR. HAROLD L. SCHLOTTHAUER, Local Surgeon
DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon

BORON
DR. GEORGE K. FAULKNER, Local Surgeon

BARSTOW
DR. M. F. FINK, Local Surgeon
DR. A. P. VICENTE, Assistant Local Surgeon

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Pomona		Williams Jct. and beyond
18	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
20	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and beyond	South of Barstow
123	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
124	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76	Pico Rivera	Oceanside, Del Mar, or San Diego	
76, 78	San Juan Capistrano		Los Angeles
70	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector .....Topeka | **R. W. WELLS, Asst. General Watch Inspector ....San Bernardino**

LOCAL TIME INSPECTORS

E. F. MANNERS.....107 E. Main St., Barstow
BILL C. HOLMES.....219 E. Main St., Barstow
ARLIE KNIGHT .....1663 Chester Ave., Bakersfield
J. N. CHENEY.....1600 20th St., Bakersfield
GEO. E. CRAIN.....4221-B E. Shields Ave., Fresno
CHARLIE R. LEWIS.....2044 Fresno St., Fresno
GRAY'S-COLVIN'S.....727 Olive Ave., Fresno
W. A. SWANSON.....4427 E. Jensen Ave., Calwa

J. H. BOGUE.....1714 "L" St., Merced
HELEN WILSON SHOEMAKE.....1323 Jay St., Modesto
WALTER K. BANKS AND SON.....111 North San Joaquin St., Stockton
EUGENE MAYER.....516 - 2nd St., Antioch
W. R. STRIBLEY.....1013 MacDonald Ave., Richmond
C. G. HALLER .....1809 Telegraph Ave., Oakland
ED S. BRILLON.....3876 San Pablo Ave., Oakland
EDWARD F. WILLIAMS.....210 Townsend St., San Francisco

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

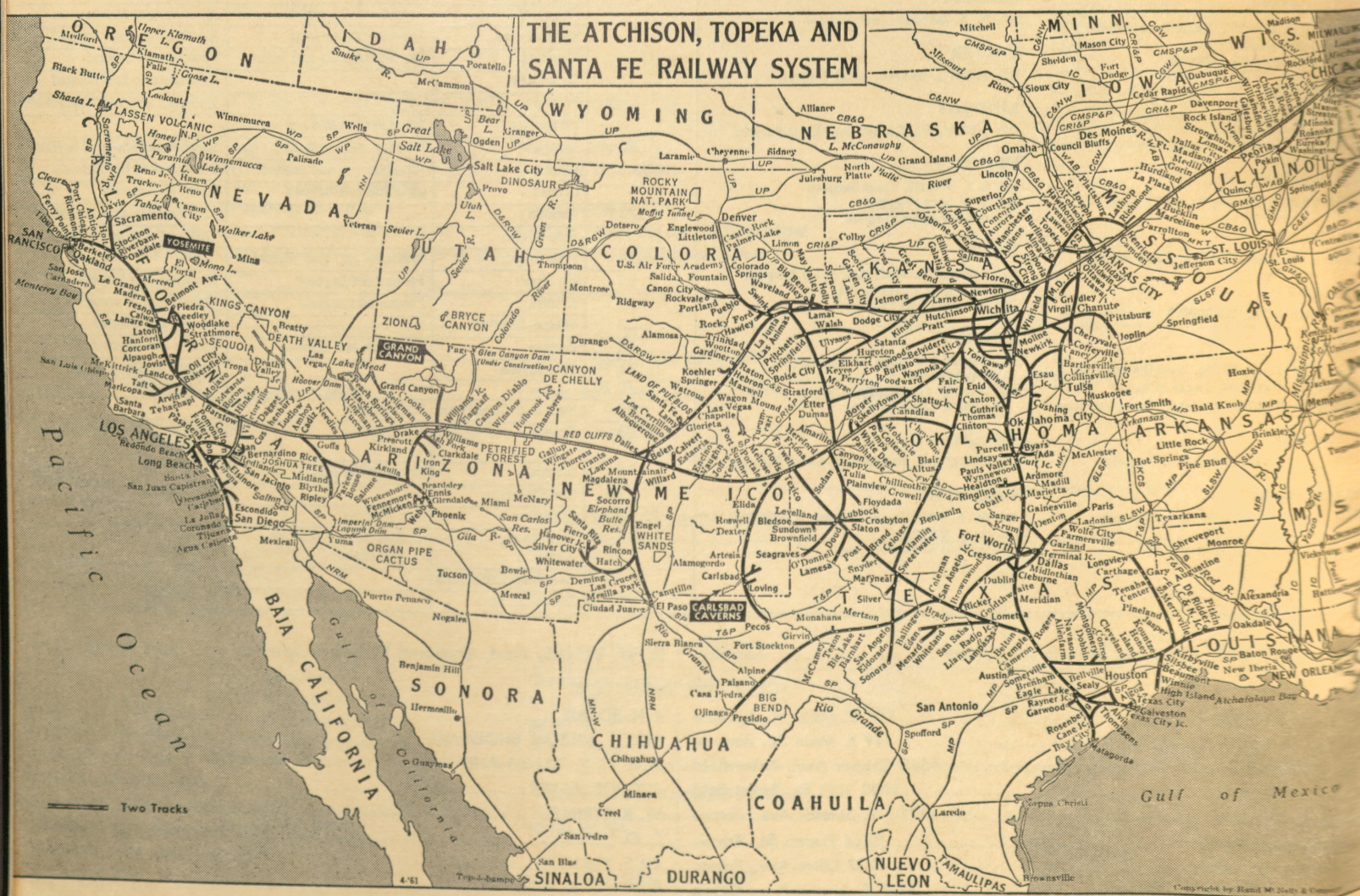
OVERSPEED Couplings are DAMAGING — Here's what happens:

	Safe — Danger —	
4 miles per hour	□	SAFE COUPLING SPEED
5 miles per hour	□■	Damage Begins
6 miles per hour	□▬	2¼ times as damaging as 4 MPH
7 miles per hour	□▬	3 times as damaging as 4 MPH
8 miles per hour	□▬	4 times as damaging as 4 MPH
9 miles per hour	□▬	5 times as damaging as 4 MPH
10 miles per hour	□▬	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!


THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM
Two Tracks
Pacific Ocean
Gulf of Mexico
Gulf of California
BAJA CALIFORNIA
SONORA
CHIHUAHUA
COAHUILA
NUEVO LEON
TAMAULIPAS
SINALOA
DURANGO
OREGON
CALIFORNIA
NEVADA
IDAHO
WYOMING
UTAH
COLORADO
ARIZONA
NEW MEXICO
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINN.
IOWA
MISSOURI
ARKANSAS
LOUISIANA
ILLINOIS
WISCONSIN
YOSEMITE
GRAND CANYON
ZION
BRYCE CANYON
KINGS CANYON
SEQUOIA
DEATH VALLEY
CANYON DE CHELLY
PETRIFIED FOREST
ORGAN PIPE CACTUS
CARLSBAD CAVERNS
ROCKY MOUNTAIN NAT. PARK
DINOSAUR
LASSEN VOLCANIC N.P.
Salt Lake City
Great Salt Lake
Denver
Albuquerque
Santa Fe
Phoenix
Tucson
El Paso
San Antonio
Houston
Dallas
Fort Worth
Oklahoma City
Wichita
Kansas City
St. Louis
Chicago
Los Angeles
San Francisco
San Diego
Omaha
Minneapolis
New Orleans
Laredo
Corpus Christi
Brownsville
Galveston
Shreveport
Memphis
Little Rock
Tulsa
Amarillo
Lubbock
Abilene
Waco
Austin
Pecos
Fort Stockton
Big Bend
Rio Grande
Grand Canyon
Boulder Dam
Glen Canyon Dam (Under Construction)
Monterey Bay
San Luis Obispo
Santa Barbara
Long Beach
Reno
Sacramento
Stockton
Fresno
Bakersfield
Las Vegas
Yuma
Nogales
Ciudad Juarez
Chihuahua
Monterrey
Creel
Topolobampo
San Blas
Guaymas
Hermosillo
Benjamin Hill
Puerto Penasco
Mexicali
Ensenada
Tijuana
Agua Caliente
Palm Springs
Barstow
Needles
Kingman
Flagstaff
Williams
Winslow
Gallup
Albuquerque
Las Cruces
Deming
Lordsburg
Douglas
Nogales
Yuma
Gila R.
Colorado R.
Rio Grande
Pecos R.
Arkansas R.
Missouri R.
Mississippi R.
Salton Sea
Imperial Dam
Laguna Dam
Hoover Dam
Lake Mead
Lake Mohave
Lake Havasu
Parker Dam
Lake Powell
Glen Canyon Dam
Navajo Dam
Elephant Butte Res.
Santa Rita
Silver City
Whitewater
Hatch
Rincon
Socorro
Engel
WHITE SANDS
Alamogordo
Carlsbad
Artesia
Roswell
Clovis
Portales
Tucumcari
Las Vegas
Raton
Trinidad
Pueblo
Colorado Springs
Castle Rock
Palmer Lake
Limon
Colby
Goodland
Scott City
Garden City
Dodge City
Liberal
Guymon
Hooker
Boise City
Stratford
Perryton
Borger
Pampa
Shamrock
Wellington
Hutchinson
Salina
Abilene
Topeka
Lawrence
Kansas City
Leavenworth
Atchison
St. Joseph
Council Bluffs
Des Moines
Davenport
Rock Island
Peoria
Bloomington
Springfield
Quincy
Hannibal
Jefferson City
Sedalia
Kirksville
Chillicothe
Trenton
Cameron
Hamilton
Excelsior Springs
Cameron
Lincoln
Grand Island
North Platte
Julesburg
Sterling
Alliance
Chadron
Hot Springs
Rapid City
Sioux City
Mason City
Minneapolis
St. Paul
Duluth
Madison
Milwaukee
Chicago
Joplin
Springfield
Cherryvale
Coffeyville
Bartlesville
Collinsville
Muskogee
Fort Smith
Bald Knob
Memphis
Brinkley
Hoxie
Pine Bluff
Hot Springs
Texarkana
Paris
Ladonia
Gainesville
Denison
Sherman
Wolfe City
Farmersville
Garland
Terminal Jct.
Longview
Carthage
Gary
Augustine
Pineland
Center
Tenaha
Timpson
Rusk
Jacksonville
Palestine
Crockett
Lufkin
Diboll
Pollok
Alexandria
Oakdale
Kirbyville
Sabine
Beaumont
Port Arthur
Orange
New Iberia
Baton Rouge
Lake Charles
Houston
Galveston
Texas City
Alvin
Sealy
Wharton
Eagle Lake
Rayner
Garwood
Rosenberg
Sugar Land
Thompsons
Algoa
Angleton
Freeport
Lake Jackson
Bay City
Matagorda
Victoria
Cuero
Yoakum
Hallettsville
Shiner
Gonzales
Luling
Seguin
New Braunfels
San Marcos
Austin
Taylor
Hearne
Bryan
College Station
Navasota
Dublin
Stephenville
Cleburne
Meridian
Hamilton
Gatesville
Temple
Belton
Somerville
Brenham
Giddings
La Grange
Columbus
Eagle Lake
Sweetwater
Colorado City
Big Spring
Stanton
Midland
Odessa
Pecos
Monahans
Kermit
Wink
Mertzon
Girvin
Fort Stockton
Alpine
Marfa
Presidio
Ojinaga
Casa Piedra
Sierra Blanca
Van Horn
Sierra Blanca
Valentine
Marathon
Sanderson
Dryden
Langtry
Del Rio
Spofford
Eagle Pass
Piedras Negras
Laredo
Zapata
Rio Grande City
Mission
McAllen
Harlingen
San Benito
Brownsville
Port Isabel
Corpus Christi
Aransas Pass
Kingsville
Alice
Beeville
Pleasanton
Jourdanton
Poteet
Floresville
Karnes City
Cuero
Yoakum
Victoria
Port Lavaca
Seadrift
Rockport
Refugio
Sinton
Gregory
Portland
Aransas Pass
Kingsville
Raymondville
Harlingen
Weslaco
Mercedes
Edinburg
Pharr
Alamo
Donna
Progreso
Matamoros
Reynosa
Camargo
Nuevo Laredo
Piedras Negras
Ojinaga
Chihuahua
Delicias
Jiménez
Torreón
Gómez Palacio
Lerdo
Durango
Mazatlán
Culiacán
Los Mochis
Topolobampo
Guaymas
Hermosillo
Nogales
Douglas
Agua Prieta
Naco
Cananea